

## 3.12 Social (Environmental Justice)

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### Review of EIS Section and Previous Analysis

The project analysts reviewed the 1992 Final EIS and determined that the conclusions were still valid. The project improvements would have no effects on neighborhoods or community cohesion in the study area by splitting or isolating neighborhoods. The improvements would not isolate a particular ethnic group, nor would they generate new development, change property values, or separate residents from community facilities. No right-of-way is being acquired to construct the project, thus no relocations would occur. Similarly, there would be no adverse impacts on school districts, recreation areas, churches, businesses, police and fire protection, or other services.

At the time of the 1992 Final EIS the Burlington Northern Railroad owned tracks that were adjacent to and crossed the interchange of SR 520 and SR 202 at grade. Since that time, King County purchased some of the railroad right-of-way east of and up to the interchange area and constructed the East Lake Sammamish Trail, which serves pedestrians and bicyclists. The railroad right-of-way through the intersection still exists but no trains can use it because the adjacent section was converted to a recreation trail.

Since the 1992 Final EIS, WSDOT has developed guidelines to assure that the delivery of projects do not discriminate or deny benefits or participation in the WSDOT's project development activities. WSDOT's policy is to comply with the provisions of Title VI of the Civil Rights Act of 1964 in all its programs and activities; this Act forbids discrimination on the grounds of race, color, sex, national origin, disability, or age.

In order to determine if special outreach efforts were needed to reach protected populations and to assess if project materials needed to be prepared in any foreign languages, a demographic analysis of the study area was completed. The analysis used the 2000 U.S. Census, information on racial enrollment at local schools, and information collected from coordination efforts with local government and social service providers to inform the outreach efforts. Press releases for the open houses were sent to Spanish, Asian, and African-American media. Flyers were left at several social service providers in Redmond who serve minorities, disabled, and elderly local area residents to inform them of upcoming open houses and who the key contacts for the project at WSDOT were.